

See Specimens and Exhibits
AT
U. S. CENTENNIAL EXHIBITION FOR 1876,
At Philadelphia, Pa.
MAIN EXHIBITION BUILDING,
T. 41—No. 3286.



WILLIAM GREEN, Patentee.

STOCKHOLDERS:

Hon. S. CHAMBERLAIN,
" E. P. BANNEY,
" D. E. TILDEN,
Col. J. N. FRAZEE,
S. M. CARPENTER & CO.
Dr. A. EVERETT,

Hon. PETER THATCHER,
" E. F. PAINE,
" GEO. W. MORRELL,
EVERETT, WEDDELL & CO.
S. V. HARKNESS,
J. J. VOGT,

JAMES WADE, Jr.

TDCA1876 PA1V03B77

THREE COLORS:

*Rossie or Red, Brown or Purple,
Hematite or Light Brown.*

The Finest, Most Durable, Best and Cheapest Railroad and Ship Paint made. Fine enough for all purposes. 100 per cent. Pure Iron Ore.—Every ton of our Paint run through a blast furnace will yield *more than half a ton of pig iron*. There is no other paint made that will, under similar treatment, yield an ounce of pig iron. Our Paints have no adulterations. They are not calcined nor burnt; nor are there any acids or lime or limestone used. They do not rust like paints made from burnt ores, or in which limestone or acids are used.

A common flour barrel full of dry "Iron Clad Paint" weighs from 500 to 850 lbs., depending upon the ore used. No other Mineral Paint will weigh half so much. When parties claim to have a paint containing 70 per cent., or upwards, of iron or oxide of iron, let them test the weight with "Iron Clad Paint," and you will find that their claim is false, and that their 70 per cent. of oxide of iron is nothing but clay or stone with no such percentage of iron. There is no iron ore that will yield 70 per cent. of pure iron; and if there was such ore, the paint made from it as ours is would weigh at least 1000 lbs. to the flour barrel.

This Company having purchased of WM. GREEN his entire right, under his several patents, for manufacturing and using Paint made from pure Iron Ore, would hereby notify all dealers and consumers that it is the *only party* in the world that makes Paint from pure Iron Ore, and that all Paint offered as, and claimed to be Iron Ore Paint, which has not our trade-mark and label, as above, is either a fraud or is made in violation of our rights under said patents, and the parties dealing in or using said Paint, do so at their peril. We intend to hold all manufacturers, dealers and consumers, who violate our patents, responsible to us in damages.

We do not object to parties making or using paint made from stone, slate, clay, rotten stone, or dirt, if they wish so to do, but our Paint is much cheaper at the price we sell it, than such paints at no price, for the reason that the same quantity of oil will put on *twice the body, spread more, and last ten times as long.*

We manufacture "Iron Clad Paint" under Green's Patents, from the *Purest, Toughest and Hardest Lake Superior Iron Ore.*

We make the *only Hard Mineral Paint* made, though many other *pretended Mineral Paints* flood the market, which when compared with ours, are as worthless as they are common.

Everyone knows the superior worth and utility of iron as a mineral, and can readily see that our Paints must be superior to those made of clay, rotten-stone, dirt, etc.

Experience also proves their great superiority, and that they are **FIRE PROOF**, and that they bear more inherent elements of **PROTECTION** and **INSURANCE** in their nature than any other paints; and that a given quantity will spread over more surface and make a heavier body, or coat, than any other; thereby proving them more economical, one coat being equal to three of most other paints in durability.

What are they Used for?

They are especially adapted to all kinds of Railroad, Ship, Bridge, Dock, Fence, and Building Painting, where *wear* is required; they are unequalled on Metallic Surfaces of all kinds, Roofs and Cornices in particular, and when applied on brick walls they render them impervious to dampness; never crack, chalk, nor peel off. They are easily mixed, and when properly applied, finish up with a fine, glossy surface. "Iron Clad Paint" is also used for setting up Stoves, and in Gas and Water Pipe Connections, where Red Lead was formerly used. It is much cheaper and better for all such purposes.

Things that should be Painted with Iron Clad Paint!

Every Railroad Coach, Car, Engine, Bridge and Building should be painted with **IRON CLAD PAINT**.

Every New House, whether of Brick or Wood, should be covered with one or two coats of **IRON CLAD PAINT**.

All kinds of Agricultural Implements, such as Mowers, Reapers, Planters, Plows, Cultivators, Harrows, Rakes, etc., etc., should be painted with **IRON CLAD PAINT**.

Every New Roof, whether of Shingles, Tin or Iron, should be painted with **IRON CLAD PAINT**.

Every Old Roof, which has become rusty and leaky, should be covered with **IRON CLAD PAINT**.

All the Iron Columns, Window Caps, and Iron Work on all buildings should be painted with **IRON CLAD PAINT**.

Every Coal Oil Tank and Barrel should be painted with it.

Every Carriage, Buggy, Wagon, and in fact everything that requires painting, should have the foundation coat or covering of **IRON CLAD PAINT**.

It will pay, where the color does not suit, to make the foundation of Iron Clad, and then, after it becomes thoroughly dry, to cover with such color and other paints as suits the fancy.

It is a perfect protection against the rust that destroys stovepipes, where anthracite coal is used. By painting the pipe inside while new, the same will not rust, when the pipe otherwise would rust out in two or three years. The same is true as to Iron Roofs in cities where coal is used. Ordinary paint will not last more than a year or two, while Iron Clad will last ten times as long.

Mastick.

When ordered, we can and will make a coarse Paint or Mastick, which may be mixed with oil and put on with a trowel, to nearly any thickness required, thus forming a perfectly fire-proof sur-

face, which may be divided off into blocks, so as to represent different kinds of stone. Many buildings have been covered in this way, and are taken for red sandstone. The color may be changed.

Smalt.

Our bright Micaceous Smalt, when put on properly, makes a beautiful, glittering surface, and retains its color and brightness for years. When used upon roofs it reflects the heat, and thus keeps the iron or tin from expanding and contracting when the sun shines on it.

Cheapness.

In painting, the principal cost is the oil. The object is to put on a body that will protect the wood or iron from the weather. If you use a paint with small body it will take much more oil. The paint that a gallon of oil will put on the most pounds, will be found the cheapest. A gallon of oil will put on more than twice the body of Iron Clad than any other Mineral Paint, and when you have put it on it will last ten times as long.

How to use Iron Clad Paint on Roofs.

First get the Roof in good condition; sweep and scrape off all old, rough paint and dirt; see that it is dry and clean; if there are any holes make a cement with Iron Clad and oil, and cement all the holes and broken joints with it, work the cement in well with a putty knife; then prepare your paint by mixing in a tub from ten to twelve pounds of Iron Clad Paint to a gallon of pure boiled linseed oil, and a half pint of japan dryer—mix well. Put on with a large white-wash brush with long handle; paint from the ridge, working backwards and downwards; rub the paint out well, so as to leave all the iron on the surface you can, the last push of the brush always being against the joints, thereby flooding them with paint. Gutters and other work should be painted with an ordinary hand brush. Always have the surfaces to be painted well dried.

Put the paint on thick and plenty of it; one such coat will last ten years. No particular skill is required for painting an old or new roof, anyone can do it.

How to Use it on Other Things.

We often have the enquiry how to mix, and how much it will take to cover a given surface? Our answer is: mix just the same as any other dry paint. For fine work it should be run through a mill and ground in oil. For all other work, mix with pure boiled linseed oil and a small quantity of japan dryer. For first coat mix thin, and for the second thicker. *The quantity of paint it will take will depend entirely on how thick you put it on.* If you expect your coat of paint to last and protect, you must put it on thick.

Colors.

Every mine of ore furnishes a distinct color, so that the colors of our paints are bestowed by nature, among which we find a beautiful Purple, several shades of Red, a Drab, a Yellow, and others.

We are making three distinct colors: *FIRST*, the *Brown*, which is a beautiful color, and should have been called Purple or Wine Color instead of being called Brown. This is put up in half barrels, and weighs a little over 400 pounds to the half barrel. It is used by the following Railroad Companies: N., O. & M.; M. & O.; M. & B.; K. P.; Morgans, La. & T.; L. V.; B. & O. & C. C.; W., C. & A.; Penn.; B. & A.; L., N. & G. S.; C. & M. L. S.; S., A. & T. H.; A. & P.; O. & M.; D. & M.; I. & S. L., &c., &c.

SECOND, *Rossie*, or Red. This is put up in three-quarter barrel packages, weighing a little over 300 pounds each. It is used by the following Railroad Companies: L. S. & M. S.; T., W. & W.; T. V. & W.; C. S.; I., B. & W.; I. & G. N.; I., B. & W.; T. & P.; C., H. & D.; C. & P.; S. & I. S.; Erie, T., H. & I.; Morgans La. & T.; C. S.; I. & St. L.; Michigan Car Co.; Buffalo Car Co.; Ontario Car Co.; Adrian Car Co., &c.

THIRD, *Hematite*, or Light Brown, is put up in three-quarter barrel packages, weighing about 350 pounds each, and is used by Erie R'y; N. of Canada; M., K. & T.; G. W. T. & P.; C. & F., &c.

Caution.

Our Paints are neither stone, slate, shale or clay, nor do we come into competition with any of them. Our Paints are as durable and valuable as the best red lead, and the cost is less than one-third as much.

RAILROAD COMPANIES ordering or contracting for Cars should be particular to specify in their orders or contracts that the Cars must be painted with "Iron Clad Paint," manufactured by the Iron Clad Paint Company, of Cleveland, Ohio.

Several imitations are in market, but our paints out-weigh them by more than half, and in this way can be detected, a half-barrel of ours weighing from 250 to 500 pounds, according to the kind of ore used.

"Iron Clad Paints" are made by no other company or party. Buy none except the casks are marked with our name and trade-mark. No other party has the right to brand their paint with words "Iron Clad Paint," and unless they are so branded with the name of our Company they are a fraud.

We sell our Paint dry; it only requires to be mixed with pure Linseed Oil and a little Japan Dryer, like any other dry paint.

Price at factory to the trade, put up in half-barrels and three-quarter barrels, in orders of a ton or upwards: Brown, \$65. per ton; Rossie, \$60. per ton; Hematite, \$60. per ton. No charge for barrels, and no deduction for weight of barrels. All orders less than a ton, 3½ cents per pound. Terms cash.

We will put up in quarter-barrels when requested, for \$5. per ton extra over ton prices.

ORDER DIRECT FROM

IRON CLAD PAINT COMP'Y,
CLEVELAND, OHIO.

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Mastick.

When ordered, we can and will make a coarse Paint or Mastick, which may be mixed with oil and put on with a trowel, to nearly any thickness required, thus forming a perfectly fire-proof sur-

MASTER MECHANICS OFFICE,
Indianapolis & St. Louis Railroad Co.,
Litchfield, Ill., Sept. 4, 1876.

Dear Sir—In answer to your inquiry about the use of our "Iron Clad Paint," I will say that we paint some of our Engines, and all our Cars with it, both Passenger and Freight Cars, including our Palace Sleeping Coaches. We like the color, and we know it will outlast any other known paint. We can paint a coach 65 per cent. quicker, and 65 per cent. cheaper than we used to paint one with lead and the old process of rough sanding and rubbing it down. We use the purple for Coaches, and the red for Freight Cars. Coaches should be striped with gold to look well.

C. E. BENSON, Master Mechanic.
Your Truly,
Mr. Benson is now Master Mechanic of the Canada Southern Railway, which Company uses our Paint.

CHIEF ENGINEER'S OFFICE,
Missouri River, Fort Scott & Gulf Railroad,
Kansas City, Mo., Sept. 7, 1869.

IRON CLAD PAINT CO.:
Gents—Allow me to express to you my satisfaction at having used your Paint to protect the Wood and Iron work of the Bridge over the Missouri River, at this point. It is now entirely protected by it on every part exposed to the weather, and although we can, of course, say nothing as to the eventual result, your material has enabled us to put on a hard, smooth and thick coating, which seems quite impervious to moisture. Respectfully,
O. CHANTUTTE, Chief Engineer.

OFFICE OF CHIEF ENGINEER,
 Erie Railway Company,
New York, Jan. 10, 1876.

CLEVELAND AND IRON CLAD PAINT CO.:
Gentlemen—I have your letter of the 26th ult. Your Paint was used for all varieties of work on the Kansas City Bridge, and did exceedingly well. We have used it late on the Erie Railway on Iron Bridges, and on some of the large Freight Houses at Jersey City. It sticks well to the iron, showing no tendency to crack or peel, and affords a coating to the wood as nearly fire-proof as any paint can give. It gives me pleasure to recommend it for general Railroad use. Yours Truly,
O. CHANTUTTE, Chief Engineer.

MASTER MECHANICS OFFICE,
Cleveland & Pittsburgh Railroad,
Cleveland, O., Jan. 1, 1876.

TO THE IRON CLAD PAINT CO., Cleveland, O.:
Gents—After trying many other coatings on the Tin Roofs of our Shops without success, we are able to say we believe your Paint, put over them all more than six years ago, stands master of the situation. I regard the "Iron Clad Paint" as very superior for Railroad purposes, where dark colors are used. We have had over five hundred squares of the roofing covered with it.

N. E. CHAPMAN, Master Mechanic.

LAKE SHORE, TUSCARAWAS VALLEY
AND WHEELING RAILWAY CO.,
Offices 15 & 16 Case Building,
Cleveland, O., Jan. 18, 1876.

Having used and become satisfied of the superiority and durability of the "Iron Clad Paint," over all other Mineral Paints, we have adopted and use it. Whenever we contract for new cars, we order them to be painted with the "Iron Clad Paint," manufactured by the Iron Clad Paint Company, of Cleveland, O.

WM. H. GROUT, Secretary.
101 Prospect Street, Cleveland, O., Jan. 1, 1873.

TO IRON CLAD PAINT CO., Cleveland, O.:
I have used your "Iron Clad Paint" for the past seven years, and it is the best paint I have ever used, outside of white lead. For body and durability, there is no Mineral Paint that can beat it; and as for first cost, I would advise every one to use it by all means on brick or wood. I have worked at painting for the past twenty-five years, and have carried on painting for sixteen years, and ever since I commenced using your paint I see great difference from the time I commenced using it. Seven years ago it was very coarse, and now it is very fine—so fine that we can use it for almost any purpose. I have used it for three coats on frame buildings, and also on brick, and it covers better and goes farther than any Mineral Paint I have ever used. I would advise every painter to give it a trial and see for themselves, and I will bet they will stick by it.

H. T. DEMING, Painter.
I have for last five years used the "Iron Clad Paint," and I fully concur in the above opinion of Mr. Deming.
E. SCOVILLE,
Painter, of thirty years experience, No. 289 Ontario St. New York, Jan. 10, 1876.

IRON CLAD PAINT CO.:
Gentlemen—Having had an experience of thirty years, using and handling the different kinds of paint known to the trade, I am free to say that the Iron Clad Paint made by you, in point of body and covering quality, is superior to any paint known by me. I have used it for the last five years, and know of its durability. It is the most durable and lasting paint made. Mixed with pure linseed oil it makes the best paint for tin and iron roofs, and for wood surfaces, when the color is appropriate, of any paint with my knowledge. The finer it is pulverized the more valuable it is for painters' use. You now make it much finer and better than you formerly did.

Truly Yours,
GEO. HOWLETT, Painter.

IRON CLAD PAINT CO.:
Gents—Your Paint did not come as soon as I expected it, and I sent to Saginaw and bought a barrel of the Moss Paint, but when I compared it with yours I threw it aside. Respectfully Yours,
JAMES GARRETT.

OFFICE OF EAST CLEVELAND RAILROAD CO.,
Cleveland, O., March 17, 1876.

Gentlemen—This Company, for the last eight years, has extensively used your "Iron Clad Paint" upon its Buildings, Roofs and Cars. For durability, protection against fire, and cheapness, there is no paint that will compare with it. It is equally as good for use as for coarse work, it polishes beautifully. The paint upon the bodies of our cars, which was put on six years ago, is as firm and good as when first put on, while the other kinds of paint put on at the same time, has been removed twice; nothing has been done to the Iron Clad except new coats of varnish.

T. F. FROBISHER, Sup't. **H. IFFLAND,** Painter.

IRON CLAD PAINT CO.:
Gentlemen—We have used your "Iron Clad Paint," made of the pure Lake Superior Ore, and it is better than any other paint in the market. Refer to us at any time, if you desire so to do.

CROW'S IRON ROOFING CO.,
Cleveland, O., March 20, 1876.

Manufacturers of Crow's Pat. Double Gapped Corrugated Iron Roof, 147 East Washington St., Indianapolis, Ind., and 47 Beaver St., New Lisbon, O.

OFFICE OF CROW'S IRON ROOFING CO.,
General Master Mechanic,
JOSIAH BETTS,
Very Respectfully Yours,
appearing paint. I think it much the best Mineral Paint that I have ever seen, and cheerfully recommend it to all who want cheap, durable and fine appearing paint. Very Respectfully Yours,
JOSIAH BETTS,
General Master Mechanic.

THE NEW ORLEANS & MOBILE R.R.
Gents—We have used during the past year, over ten tons of your Superior Brown "Iron Clad Paint." We are using it exclusively on all Buildings and Freight Cars, and it is giving entire satisfaction. I think it much the best Mineral Paint that I have ever seen, and cheerfully recommend it to all who want cheap, durable and fine appearing paint. Very Respectfully Yours,
JOSIAH BETTS,
General Master Mechanic.

Mobile, Ala., Jan. 29, 1876.
James Wade, Jr., Sec. and Treas. Iron Clad Paint Co.
Dear Sir—We have used during the past year, over ten tons of your Superior Brown "Iron Clad Paint." We are using it exclusively on all Buildings and Freight Cars, and it is giving entire satisfaction. I think it much the best Mineral Paint that I have ever seen, and cheerfully recommend it to all who want cheap, durable and fine appearing paint. Very Respectfully Yours,
JOSIAH BETTS,
General Master Mechanic.

JOHN B. NEWBERRY, Pres't,
JAS. McMILLAN, Sec'y,
E. C. DEAN, Treas. & Man'r,
JAS. MCGREGOR, Sup't.

MICHIGAN CAR CO.,
Detroit, Mich., Aug. 14, '72

JAS. WADE, JR., Sec. & Treas. Iron Clad Paint Co.:

Dear Sir:—We have used, the past year, about ten tons of your "Iron Clad Paint," and can truly say that it has in all cases given entire satisfaction, and that we think it superior to any paint used.

Yours Truly, JAS. MCGREGOR, Sup't.

COLUMBUS CAR AND CAR WHEEL WORKS,

John N. Gill, Proprietor,

Columbus, O., July 26, 1872.

IRON CLAD PAINT CO., Cleveland, O.:

Gentlemen:—The Foreman of my paint shops is very much pleased with the "Iron Clad Paint," and after an experience of twenty-five years, with various kinds of paint, considers yours the best he has ever used. I would therefore recommend it to car manufacturers as being a No. 1 article.

Very Truly, Yours,

JOHN L. GILL.

MEMPHIS & CHARLESTOWN RAILROAD,

Memphis, Tenn., Sept. 6, 1872.

JAS. WADE, Sec. and Treas. Iron Clad Paint Co.:

Dear Sir:—I have used the Mineral Paints manufactured by the Iron Clad Paint Company, and for volume and body, and for endurance and finish give them my unqualified endorsement as *par excellence*.

Respectfully, Yours, NILES MERIWETHER.

Chief Engineer Memphis & Charlestown R. R.

P. S.—Ship me one ton of the bright red paint, same as last ton.

N. MERIWETHER.

OFFICE OF D. J. KING & CO.,

Manufacturers of Carriages, Buggies, Wagons, &c.,

Euclid Ave., at Crossing of Pittsburg R. R.

Cleveland, O., Jan. 13, 1873.

We have used the "Iron Clad Paint" for Cars, Wagons, Buggies and buildings. For body and durability, there is no paint that equals it. We are now using it, and we recommend it in all cases for the first coat, and for all the coats of wagons, and all work that requires durability.

D. J. KING & CO.

Cleveland, O., Dec. 30, 1872.

The undersigned, Architects of the City of Cleveland, have for the last five years been acquainted with, and used the Paint manufactured by the Iron Clad Paint Company, known as "Iron Clad Paint," and we certify that in our opinion it is the best, most durable, and cheapest Mineral Paint made. We recommend it in all cases for painting Iron and Tin Roofs, and for Iron and Wood work, where the color will permit.

HEARD & SON, L. P. ELDRIDGE, JOSEPH IRELAND,
WALTER BLYTHE, LEVI T. SCOFFIELD, GRIESE & WEILE,
J. M. BLACKBURN, KOEHLER & LANE, B. F. MORSE,
H. E. MYER, CUDELL & RICHARDSON.

CANADA CENT'L and BROCKVILLE & OTTAWA R'ys,
Mechanical Superintendent's Office,
Brockville, Ont., Feb. 15, 1876.

IRON CLAD PAINT CO., Cleveland, O.:

Gentlemen:—In answer to your inquiries how we are pleased with your Paints, will say: I have no hesitation in acknowledging them far superior to other Mineral Paints which have come under my experience. Having used your Paints since 1871, and knowing of them previous to that date, I consider them indispensable, and especially adapted for Station Houses, Bridges, Freight Cars, &c., combining the several qualities of cheapness, heavy body, and great durability, retaining their brilliant colors a great length of time.

Yours, Respectfully,

H. A. ALDEN, Mechanical Sup't.

OFFICE OF GARRY IRON ROOFING CO.,

89 and 91 Columbus Street,

Cleveland, O., Jan. 2, 1871.

IRON CLAD PAINT CO.:

Gents:—We use no other than your "Iron Clad Paint" for covering our Roofs. We consider it the best, cheapest and most durable paint in use. It is the only paint in the market that is made from Iron Ore. All other pretended Mineral Paints are made from clay, rotten stone, or soft ore with little or no iron, while yours is made from the hardest and purest Lake Superior Iron Ores. We unhesitatingly recommend it for all uses where cheapness or durability is required. We used over twenty tons of your paint last year.

GARRY IRON ROOFING CO.

ARCHITECT'S OFFICE,

U. S. Capitol, Washington, D. C., July 21, 1872.

JAS. WADE, JR., Sec'y Iron Clad Paint Co., Cleveland, O.:

Dear Sir:—In reply to yours of the 25th inst., as to my opinion of the "Iron Clad Paint" manufactured by your Company, I have to say that I have been so pleased with it since it was accidentally brought to my notice some years ago, that I have used no other Mineral Paint for tin roofs or for iron work, where the color would permit. For body and durability I consider it superior to any other Mineral Paint ever brought to my notice.

Very Respectfully, Your Obedient Servant,

EDWARD CLARK, Architect.

Auburn, N. Y., Sept. 13, 1872.

TO THE IRON CLAD PAINT CO., Cleveland, O.:

Gentlemen:—During the past five years I have used over eight tons of your "Iron Clad Paint" in this city alone, on Brick, Wood and Metal surfaces, and have painted over two thousand squares of Tin Roofing, also every Engine House and Public School House in the city, and thus far it has stood the test of time, and given universal satisfaction. As a practical painter, I consider the "Iron Clad" the only paint I have ever seen having any claim to the name of Iron and Mineral, and I believe one coat of it is better than two of any other paint.

Yours Respectfully, GEO. W. KIRKPATRICK.

Washington, D. C., Sept. 20, 1871

IRON CLAD PAINT CO.:

Gentlemen:—Edward Clark, Esq., Architect U. S. Capitol Extension, kindly furnished me with a barrel of your "Iron Clad Paint," to paint the roofs of Government Printing Office Building. I find it so much superior to any Mineral or Metallic Paint ever used in thirty years' experience in my business, I would thank you to send me two barrels by usual route, and draw on me at sight for amount of the bill.

Respectfully, etc.,

S. S. PARKER, 1418 G Street.

Cleveland, O., Jan. 1, 1873.

TO IRON CLAD PAINT CO.:

Gentlemen:—We have thoroughly tested most Metallic Paints, and have settled down into the use of your "Iron Clad Paint," in coating our Patent Iron Roof Cars, because it gives a heavier coating at a single painting than any other paint we have tried, and seems as hard and durable as iron itself when dry.

Very Truly,

WINSLOW CAR ROOFING CO.

What they think of Iron Clad Paint in Canada.

The Department of Marine and Fisheries of the Dominion have adopted the "Iron Clad Paint" for the wood and iron work on all their Light-houses, and so specify in their contracts for building Light-houses, of which they had in progress of building last year, thirty-four. The Department has also adopted it for Hulls of the Government Vessels, and consider it better than the best Red Lead.

[Extract from Specifications for a Light-house on the west end of Sable Island.]

* * * * * After the canvas is all on true and even, it is to be painted with three coats of "Iron Clad Paint," the first one can be laid on the usual consistency, the second much thicker, and the third very thick, so that it may fill up the canvas and form a smooth, even surface.

* * * * * As soon as the workmanship on each part of the frame is complete, the framed connections, and wherever the framing comes in contact, are to have a priming coat of "Iron Clad Paint," mixed with the best prepared linseed oil, well laid on, particularly on the end grain of the wood. * * * The shingles are to receive one coat of "Iron Clad Paint," when put on as directed. The whole of the outside wood work, shingles and iron work are first to be painted with two good coats of "Iron Clad Paint," mixed with boiled linseed oil. The verandah, floors, steps, joists, sills, &c., will have a third coat of "Iron Clad Paint." The inside posts and small braces of the tower below the floor, are also to have three coats of "Iron Clad Paint." The step-ladders, wash-boards, &c., are also to be painted with "Iron Clad Paint."

[Extract from letter of Joseph Tomlinson, Esq., General Superintendent of Light-houses for the Dominion of Canada, to Iron Clad Paint Company.]

* * * * * You will see enclosed specifications how I adopt the "Iron Clad Paint" on both the iron and wood

work of the Light-houses, (of which we now have thirty-four in progress of building.) * * * When I am consulted about paint for heavy work, it comes so natural to recommend your paint, because I really and truly believe there is nothing better for timber and metal work. * * *

I have every reason to believe that it will prove as durable on the iron hulls of our steamers as the best Red Lead. *

* * * For decks on wooden Light-houses, your paint laid on canvass will, I have no doubt, prove as durable as sheet copper, with the advantage of being readily put on by any good carpenter or painter, and also of being readily repaired. In many cases where I have directed contractors to use your paint, I have had to allow other kinds to be used, that have cost much more and are not likely to prove anything like as good and serviceable. It would be for your interest to establish agencies in the cities of the Dominion for the sale of your paints, one in each of the following places: Toronto, Montreal, Quebec, Halifax, N. S. and St. John, N. B. I could then insist on contractors procuring the right kind of paint.

Very Respectfully, JOSEPH TOMLINSON,
Gen'l Supt of Light-houses.

N. B.—Use nothing but PURE Boiled Linseed Oil and a little Japan Dryer with the "Iron Clad Paint," and you will have a covering that will protect and last.

See Specimens and Exhibits
AT
U. S. CENTENNIAL EXHIBITION FOR 1876,

At Philadelphia, Pa.
MAIN EXHIBITION BUILDING,
T. 41—No. 3286.



WILLIAM GREEN, Patentee.

STOCKHOLDERS:

Hon. S. CHAMBERLAIN,
" E. F. BANNEY,
" D. E. TILDEN,
Col. J. N. FRAZER,
S. M. CARPENTER & CO.
Dr. A. EVERETT,

Hon. PETER TEATCHEE,
" E. F. FAINE,
" GEO. W. MORRELL,
EVERETT, WEDDELL & CO.
S. V. HARNESSE,
J. J. VOGT,

JAMES WADE, Jr.

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